

Rpt. 9.

N N RED DIAMOND IV No. 6734

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

22 JUN 1954

Date of writing Report 28-5-54 When handed in at Local Office 2-6-54 Port of Halifax, N. S.

No in Reg. Book. Survey held at Petit de Grat, N. S. Date First Survey and Last Survey 25th May, 1954 (No. of Visits One)

on the Machinery of the ~~WOOD~~ ~~STEEL~~ single screw Motor Trawler ~~DAUNTLESS STAR~~

Tonnage { Gross 132 Vessel built at Selby By whom Cochrane & Sons, Ltd. When 1948  
 Net 42 Engines made at Manchester By whom Crossley Bros. Ltd. When 1948  
 MN As Per Rule 75 Boilers, when made (Main) - (Donkey) -  
 No. of Main Boilers Owners Booth Fisheries Canadian Co. Ltd. Owners' Address As recorded.  
 HS " " " Managers - Port Halifax, N. S. Voyage Fishing  
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat  
 Steam Pressure - Particulars of Classification (which must be inserted  
 in Main Boilers precisely as in Register Book & Supplements).  
 in Donkey Boilers

Last Report No. 6672 Port Special Survey Machinery

Particulars of Examination and Repairs (if any) (Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case)

HULL	MACHINERY
100 A - Motor	LMC 2,52
Trawler 2,52	TS OG N. 2,52
Classed 2,52	E. made '42
ss Hul. 2,52	Fitted '52
Dkg. 1,54 Hfx.	

SEE SPL. NOTE S.R.L. (MACHY)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? SURVEY CONFINED TO ABOVE

State latest date of internal examination of each boiler. Present condition of funnel (X) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush. Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Examined main engine Nos. 3 and 6 cylinders, covers, pistons, valves, connecting rods with their gudgeon pins and top and bottom end bearings, Nos. 3 and 6 crank pins and Nos. 3 and 6 journals, intermediate shaft journal.

Working parts of main and auxiliary air compressors examined as required by the Rules.

Valve gears, pumps, clutch, reverse gear and fuel tanks generally examined.

Air receivers generally examined - not open at this time.

All above parts found or placed in good condition.

Repairs due to Wear and Tear:

Piston rings in Nos. 3 and 6 pistons renewed.

A few repairs of a minor nature also carried out.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The Machinery of this Vessel is in good condition and eligible, in my opinion, to remain as classed with fresh record

of LMC (M) 2,54.

5

Survey Fee (per Section 23) \$ 55.00

Special Damage or Repair Fee (if any) \$ : : (per Section 23.)

Travelling expenses (if chargeable) \$ 15.00

Fees applied for, May 28, 1954

Received by me, J. Stevenson for W. St. Langley

ACTING Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRIDAY 16 JUL 1954

LMC (M) 5,54

Sully (h) Assigned

Lloyd's Register Foundation

012501-012507-0200

Is a Certificate required? If so, to be sent to

This Certificate is to be issued to the vessel by the Committee

It is to be understood that the Committee is not responsible for any loss or damage to the vessel or its cargo

Book or other publications issued by the Committee

Read or the Surveyor

Cert. No. 111

100.45

(The Surveyors are requested not to write on or across the space for Committee's signature.)

Surveyed

Trawler

Afloat at

Survey of

and then

Register

Recommend

been

Comm

be made

Register of Shipping and Machinery precisely as in the Register Book

LMC(m) dne 2.57 now held.

*It is submitted that this  
vessel is eligible for THE  
RECORD LMC(m) 5 57*

*W. J. J.*

13 JUL 1954



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